



## National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CULPEPER, VA	<b>Accident Number:</b>	IAD96LA069
<b>Date &amp; Time:</b>	04/27/1996, 1530 EDT	<b>Registration:</b>	N7546G
<b>Aircraft:</b>	Cessna 172L	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Analysis

The newly licensed private pilot stated that he flew over the uncontrolled airport and did not notice any appreciable wind. He then decided to land to the northeast on runway 4. The pilot stated that he landed on the center of the runway, but the airplane began to drift to the left. He knew the airplane was drifting to the left and wanted to apply right rudder but actually applied left rudder and possibly some brake by mistake. No weather was recorded at the airport, but a large commercial airport to the northeast reported winds from 300 magnetic at 14 knots at the time of the accident.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's improper compensation for the crosswind.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	59 hours (Total, all aircraft), 6 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7546G
Model/Series:	172L 172L	Engines:	1 Reciprocating
Operator:	RAIDER AVIATION, INC	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IAD, 313 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 300°
Temperature:	16° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	BLUEFIELD, WV (BLF)	Destination:	, VA (W49)

## Airport Information

Airport:	CULPEPER REGIONAL (W49)	Runway Surface Type:	Asphalt
Runway Used:	4	Runway Surface Condition:	Dry
Runway Length/Width:	4002 ft / 75 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	JAMES J CAIN	Adopted Date:	03/31/1998
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.